financial.

ALBERT H. NICOLAY, Auctioneer.

DEGULAR AUCTION SALE of STOCKS and BONDS.—ALBERT H. NICOLAY will sell, THIS DAY Thursday), at 12 o'clock, at his Stock Salectoom, No. 52 Willmand, near Wall.

It shares Banh of Commonweal'h, \$160 csch.

20 thares merchante' Banh, \$50 csch.

10 thares merchante' Banh, \$50 csch.

10 thares Ranh of Commonweal'h, \$160 csch.

10 thares Ranh of Commonweal'h, \$160 csch.

11 thares Ranh of Commonweal'h, \$160 csch.

12 thares Grocer's Fire Insurance Company, \$50 csch.

13 thares Grocer's Fire Insurance Company, \$50 csch.

14 thares Grocer's Fire Insurance Company, \$50 csch.

15 thares Hamilton Fire Insurance Company, \$50 csch.

10 thares We'lls, fargo & Co's Express, \$100 csch.

13 thares Brookly fire Insurance Company, \$50 csch.

15 thares Brookly fire Insurance Company, \$50 csch.

20 thares Recurity Fire Insurance Company, \$50 csch.

20 thares Heme Fire Insurance Company, \$50 csch.

20 thares Heme Fire Insurance Company, \$50 csch.

20 thares Heme Fire Insurance Company, \$100 csch.

20 thares United States Express Company, \$100 csch.

20 thares Whitehall and Sartorga Rulrocd, \$100 csch.

21 thares Bouthern Facific Raivord, \$100 csch.

22 thares Whitehall and Sartorga Rulrocd, \$100 csch.

23 thares Whitehall and Sartorga Rulrocd, \$100 csch.

24 thares Southern Facific Raivord, \$100 csch.

25 thores Whitehall and Sartorga Rulrocd, \$100 csch.

26 thores Whitehall and Sartorga Rulrocd, \$100 csch.

27 the New York and Eric Railroad 7 per cent Bonds.

28 thores Monthly and Sartorga Railrocd of per cent Bonds.

29 con New York and Eric Railroad 7 per cent Bonds.

20 the New York and Eric Railroad 7 per cent Bonds.

20 the New York and Sicks and Bonds every Monday and Thursday, or every day whenever required, at 120 cclock, at the Bonds.

20 thares Railroad 7 per cent Bonds.

20 the Railroad 7 per cent Bonds.

20 the Railroad 8 per cent Bonds.

20 the Railroad 8 per cent Bonds.

20 the Railroad 8 per cent Bonds.

20 the Railroad 9 the Monday and Bonds every Monday and Thursday, or every day when

en deposits, and dividends conscient,

Estate at public or at private sale, when desired.

ALBERT H. NICOLAY,

Stock Auctioness, Broker and Banker 52 William-st., near Wall.

NEW-YORK CONSOLIDATED STAGE Co.—
DIVIDEND.—Toe Brard of Discous of this Company have the day declared a SEMI-ANNUAL DIVIDEND of FVC.
PER CENT, psyable on and after Sep. 15, at the Paulin Bank.
The transfer books will be closed from the 12 h to 15th Sept., inclusive.
New-York Sept. 6, 1859.

MICHIGAN CENTRAL RAILROAD.—LOST or MISLAID, FIVE BONDS of this Company, Nos. 5, 59, 6, 507, 7, 434, 7, 128, and 7, 130, for ONE THOUSAND DOLLARS osch, dated October 1, 1857, and eigend 1 W. Brocks President, Image Livermore, Tressurer. All persons are cautioned against purphasing or negotiating the above bonds, as payment of same, as well as ef coupons attached, has been stopped. Any information regarding these bonds can be left with BARCLAY & LIVINGSTON, No. 24 Beaver-st.

FOR SALE—
ILLINOIS RIVER RAILROAD 1ST MORTGAGE TEN
PER CENT BONDS.
FULLTON COUNTY (III.) EIGHT PER CENT BONDS.
BOOTT COUNTY (III.) SEVEN PER CENT BONDS.
MASON COUNTY (III.) EIGHT PER CENT BONDS.
SCHUYLER COUNTY (III.) SEVEN PER CENT BONDS.
All the above are first-class Securities for permanent lavestments. Inquire of

No. 47 Exchange-place.

CHICAGO CITY BONDS—SEWERAGE LOANS.—The Bonds bear 7 per cent interest. Conposas payable January 1, and July 1, in New York, and mature in 1863. The payment of interest and shiring find is provided for by an annual tax. The entire debt of the City of Chicago is 2,239,000—all of which has been contracted for strictly numicial purposes. For sale by

**RHLEY & NORRIE
ROADS

No. 52 Exchange-place

JOHN MUNROE & Co.,

AMERICAN BANKERS,

Ro. 5 RUE DE LA PAIX, PARIS,

AND NO. 8 WALL-ST. NEW YORK.

GRANT LETTERS OF CREDIT for MERCANTILE PURPONES. Also CIRCULAR LETTERS OF CREDIT on all the
principal Towns and Cities of
PRANCE.

BELGIUM,

GREAT BRITAIN, SPAIN.

GREAT BRITAIN, SPAIN.

GREMANY,

IRELAND.

PORTUGAL.

BUSSIA. FAIN, SPAIN.
PORTUGAL,
SWITZERLAND,
SWEDEN,
FIRE SPAIN.
FORTUGAL,
SWEDEN, CONSTANTINOPLE, ALEXANDRIA, BEYROUT, JERUSALEM,

NOTICE.—The holders of the REAL ESTATE BONDS of the Cincinnati, Pera, and Chicago Railway, Campany, are requested to meet at La Porte, Ind., on the 14th day of September, 1859, to determine as to toe policy in collecting the bonds. It is highly important that all of the said boads should be represented either by the holders in person of their Agentia. Those wishing any information respecting the bonds can address N. GLEASON, La Porte, Ind.

SYLVANIA RAILROAD COMPANY FIRST MOR AGE SEVEN PER CENT BONDS (in same of \$500 1,000) for sale by GROESBECK & HOYT, Na. 50 Wall-st UGUST BELMONT & Co. BANKERS, No. 56 Wallet, Issue LETTERS of CREDIT for travelors, rallable to all parts of the world, through the Mesers. Rollable of Paris, London, Frankfort, Naples and Visuma, and their

Bales by Anction.

A SSIGNEES' SALE.—Large, Important, and Attractive Sale of 1,000 cases of SOFT FUR SATS, by order of L. S. & E. W. Phillips, assignees of J. Sheldon — LOCK WOOD SROS. will sell on THURSDAY, Sept. S, 1059, at 10 orders, as store No. 49 Broadway, on a credit of 6 mouths, the entire stock of Feft Fur Hats, of different sizes and qualities. eatire stock of Selft Fur Hats, of dimerent ages and quantifies stock is fresh, and manufactured expressly for Fall Irade, to which the art-intion of the trade is invited. Catologues and samples ready early on morning of sale.

A TAUCTION, THIS DAY, at No. 30 7th-st., near 2d av. All the FURNIFURE, Carpets, Piano-Forte, Paint-Locking glasses, Crock-ry, Silver and Glass ware contained in dwelling-house as above. Sale commerces at 10 o'clk. HENRY T LEE 38 Auctioneer.

BY BANGS, MERWIN & Co., Trade Sale
RROUGE, NO. 13 Park row.
AT PRIVATE SALE—WILSON'S ORNITHOLOGY, 9 vols.,
40. Original edition.

D and 4TH-AV. SALE of LOTS.—POST—POST—POSEMENT.—The sale of 144 Lots on 3d and 4th ave, 37th, pth and 98th-sta, advertised for this day, is adjourned to THURSDAY, Sept. 28.

[1.594] A. J. BLEECKER, SON & Co., Auctioneers.

Professional Notices.

MERICAN and FOREIGN PATENTS.

J. P. PIRSSON, No. 5 WALL-ST., N. Y. NEW PATENT SPECTACLES—One pair suits for life.—Prof. FRANKS, Park row, New-York, Ocu-Bat, Lecturer on Vision, Optician to the New-York Eye Hospital, and Spectsele-Maker to the Eye Infirmary, intends visiting (profusionally) the principal cities and towns in New-York New-Jersey, and the Eastern States.

DATENT AGENCY OFFICES .- American and

European PATENTS SECURED, and a Pamphlet of Advice furnished free, on application to MUNN & Co., Office of The Scientific American No. 37 Park-row. New-York City.

Insurance Companies.

NEW ENGLAND MUTUAL LIFE INS. Co. n Cepitel and accumulated Premiums, \$1,059 839 2L such divident of 56 per court to all the insured Prophe-its, &c. for sished graffs. JOHN HOPPER, put and Atterney for the Co., No. 110 Broadway, N.Y.

REPUBLIC INSURANCE COMPANY, No. 16 REPUBLIC INSURANCE COMPANY, No. 16 WALL-ST.—ECONOMY and SECURITY in FIRE INSURANCE.—Fire fluorance combining the mutual plan with the Capital Stock principle. The Charter of this Company requires that 80 per cent of the profits shall be amountly divided to the assured, in Serip bearing interest. This Company has been in operation for five years, during which time it has declared to its dealers 13% per cent of their premiums. They insure against Loss and Damage by Fire, at the lowest current rates of salvent Companies.

The security offered to Insurers is an accumulating one, their surplus being new nearly as large as their capital.

Companies.

The security offered to Insurer is an accumulating one, their surplus being new nearly as large as their capital.

All persons who may have held policies issued by this Company expiring in 1884, 1885, 1886, 1897, or 1886, and have not recessed the Scrip to which they may be entitled, are requested to call and take it, together with the interest, which is payable annually in each.

Under the charter, all Scrip not called for in six years from its date of issue, innures to the Company.

ROBERT S. HONE, President.

DUNCAN F. CURRY, Secretary.

ENAMELED FURNITURE .- First-class, LJ Grained and Ornamented, acknowledged superior in style and finish to any made in this country. Also, Mattresses, Bed ding, &c., for sale by J. W. FISHER & Co., No. 552 Broadway ENAMELED CHAMBER SUITES of FURNI-TURE, in all colors and styles, wholesale or rotall, assess and apward; also, MATTRESSES and PAILLASSES.
WARREN WARD, No. 37 Canalest., Fg 1120ors east of Broadway, R. Y.

Ocean Steamers, &c.

MERCHANTS' AND MINERS' LINE TO CALIFORNIA VIA NICARAGUA! OPPOSITION TO MONOPOLY

THE ONLY LINE CARRYING
THE UNITED STATES MAILS
DIRECT TO SAN JUAN DEL NORTE, VIA KEY WEST.

THE UNITED STATES AND CENTRAL AMERICAN TRANSIT COMFANY will dispatch their spiended U. S. Mail Stean ship KEY-STONE STATE, 2,000 tone, Capt. Heavy Churchil, from New York for San Jaun dei Norte, at 3 p. m., WEDNESDAY, October 5, to occaned by the Isthmus of Nicaragus at 3 m. Jaun dei Sur, with the U. S. Mail Steamship HERMANN, 3,100 tuns, the largest and staunchest steamship on the Passic, thence direct to San Francisco.

The Isthmus has been put to perfect order, and the accommodations for the transit of passes gets and merchandles, insure COMPORT, Say PETY, and DISPATCH, everal new river and the steamers built expressly for this route having been added to the Line.

the Line.

Rates for Passage, Bullion, and Freight, lower than by any other For Freight or Pawage apply to the office of the U. S. & C. A. TRANSIT COMPANY, No. 8 Bowling Green.

S. M. STEAMSHIP ARIEL, Capt. D. with malls, passengers, and specie for England and Press.

D. Torrangers, and specie for England and Press.

NORTH ATLANTIC STEAMSHIP CO .-REGULAR THROUGH LINE TO

PANAMA RAILROAD

PANAMA RAILROAD

Descring only with Steamers GOLDEN GATE, GOLDEN

AGE, JOHN L STEPHENS, and SONOMA,

of the Pacific Mail Steamenip

Company at Parama

DIRECT TO ASPINWALL

The sphendid Steamships BALTIC, ADRIATIC and ATLAN-TIC, having been entirely refitted and adapted to the California trade, will be refiter run as also we heaving this port on the 57H and 20TH of EACH MONTH, from the foot of Canalat, N. R.

from the foot of Canaist, N. R.

The BALTIC, 4,000 tons burden, A. G. Gray, Commander, will leave on the 5th of October, at 2 p. m., to connect at Paname with the well-a nown and superior Steamship JOHN L. STE-PHENS. P. R. Baby, Commander.

The ATLANTIC will follow on the 20th of October.

An experienced Surgeon is attached to each Ship. Through Freight and Passengers will be immediately forwarded upon arrival of the Steamer at Aspinwall.

Each of the above Steamships has expectly for 600 to 500 tans Freight, which will be taken at moderate rates. It is believed that the acommodations efforded by the above ships are unsurpassed by any in the world.

An extra ship is always in reserve at Panama, so that there will be no detention in forwarding Passengers, Boggage and Freight.

OOK at THESE PRICES of the NEW LINE

LOOK at THESE PRICES of the NEW LINE for CALIFORNIA.

Steerage, \$50; Second Cabin \$675; First Cabin, \$100, including Reilroad Ticket.

The favorite stemachip NORTH STAR, Capt. A. G. Jones, will leave from Pier No. 3, North River, on TUESOAY, Sept. 20, at 2 o'clock p. m., conrecting via Panama Rainroad with the steamenthy UNCLE SAM on the Pacific Ocean.

Extra steamer of this line always at Panama, insuring prompt connection at the Islamma.

The NO ITHERN LIGHT will succeed the NORTH STAR, and leave Now-York, Oct. 5.

BREMEN VIA BOUTHAMPTON, taking parameters for
LONDON, HAVRE, SOUTHAMPTON and BREMEN,
at the following rates:
First Cabin, \$100; Second Cabin, \$60; Steerage, \$35.
For Freight or parameter, apply to
GELPCKE, REUTGEN & REICHELT,
No. 24 Breadway

delivered in London and Paris.
D. TORRANCE, Agent, No. 5 Bowling-green.
New York

FROM NEW-YORK.

CITY OF WASHINGTON, Saturday, September 10.

EANGAROO. Seturday, September 24.

CITY OF BALTIMORE, Saturday, October 4.

At 12 o'clock, neen, from Pier No. 44 N. R.

tright or passase apply at the office of the Company.

JOHN G. DALE, No. 15 Broadway, New York, Agent
In Liverpool, to WM. INMAN, Tower Buildings.

noch.

RAYES OF PASSAGE from New York, Philadelphia or Boston to
Glasgow, Liverpool, Belfast, Dublin or Londond-try: First class,
8-75; Steerage, found with an abundance of cooked provisions,
8-30. For freight or passage apply to
ROSERT CRAIG, No. 23 Broadway.

TOR SAVANNAH and FLORIDA—The American Atlantic Screwisteamship Compay's sew and first-class steamship, MONTOGORERY Capt CROCKER, whileave Pier 12 N. R., how THURSDAY, Sept. 8, at 4 p.m. Ca'un Passage to Savannah, with unsurpassed accommodations, \$15. Through tickets to New Orleans 4503 75, to Mobile \$35, Montagenery \$25, Abany Ga., \$24, Atlanta, \$25, Colombus \$23, Macon \$21, Augusta \$25. Also, to principal places in Florida at lowest rates insurance conclusing per cent. Measurement goods to commission of the control of the co

FOR ALEXANDRIA, WASHINGTON, and GEORGETOWN—The New-York and Virginia Screw Steamship Company's new and first-class steamship MOUNT VEENON, F. C. Smith, commander will leave Pier No. 12, North River, for the above ports, on SATUADAY, Sept. 10, at 8, pp. m. Calin passage, with unsurpassed accommodations, \$7.50.

LINE—The favorite steamhip FLORIDA—U. S. MAIL
west, will have on SATURDAY, Sept. 10, at 4 p. m., from
rNo 4N R. Through telests given to Montgemery, ColumAtlanta, albany, and Macon. Bills of Lading signed only
board. For freight or pessage, apply to
SAMUEL L. MITCHILL & SON, No. 13 Broadway.

CHANGE of HOUR to SAGHARBOR from 6 to 5 o'clock. The steamer CATALINE will have Olivered every TUESDAY, THURSDAY and SATURDAY ASTERNOON as 5 o'clock. Fright taken.

FOR BRIDGEPORT - Face 50 cents. The steamer BRIDGEPORT leaves Peak-slip, East River, every MONDAY, WEDNESDAY and FRIDAY, at 12 o'clock, now, arriving in time to connect with Nangatuck, Housatonic and New-Haven trains.

DAY BOAT for ALBANY. - Steamer ARME-NIA, every MONDAY, WEDNESDAY, and FRIDAY from foot of Harrison-st., at 7 o'clock a. m

DAY BOAT for ALBANY and TROY-Steamer Thursday, and Safurday, at 7 a. m.

FOR GREENPORT-LONG ISLAND RAIL-ROAD.-TWICE DAILY for the Sommer. Leave South ferry, Brooklyn, at 10 a. m., Mail, and 5:30 p. m., Express; re-turning, arrive in Brooklyn at 9:30 a. m. Express, and 4:10 p. m., Mail.

FOR HARTFORD. - From Peck-elip at 4. p. m., GRANITE STATE, Moneays, Wednesdays and Fridays CITY OF HARTFORD, Tuesdays, Thursdays, and Schurdays

COR BOSTON and PROVIDENCE via NEW-PORT and FALL RIVER.—The spiendid and superior deamer METROPOLIS. Capt. Brown, leaves New-York avery FUESDAY, THURSDAY and SATURDAY at 5 o'clock a.m. and the EMPIRE STATE. Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY at 5 o'clock p. m., from Pier We IN.R.

TON for BOSTON, PROVIDENCE—Land Route—The states and most direct—Carrying the Eastern Mail.

The steamers PLY MOUTH ROCK, Capt. Joel Stone, and C. VANIERBILT, Capt. D. B. Storges, in connection with the Stoning on are Providence, and Boston and Providence Railroad, leaving New York dally, (Sunday excepted) from pier No. 2, N. R. tifrst wharf above Battery place) at 5 p. m., and Stonington at Erso p. m., or on arrival of the mail train which leaves Boston at 5:30 p. m., or on arrival of the mail train which leaves

urday
The PLYMOUTH ROCK, from New-York, Thesday, Thursfay and Saturday. From Stommgton—Menday, Wednesday and
Friday.

Friday.

Passengers proceed from Stenington, per Railroad to Provipassengers proceed from Stenington, per Railroad to Provideace, and Boston, in the Express Mail Train, reaching said
places in advance of those by other routes, and in ample time for
all the early Morning Lines connecting North and East. Passen
gers that prefer it, remain on boars the teamer, copys a sight's
erst undaturbed, break'ast if desired, and leave Stonington in the
7:00 a.m. train, connecting at Providence with the 11 a.m. Train
for Boston.

for Boston.

Fare from Providence to Newport, 50 cents.

A Baggage Master accompanies the Steamer and Train through
each way.

For passage, berths, state-rooms or freight, apply on board the
steamer, or at the Freight Office, pier No. 2, North River, or at
the office of the Company, No. 19 Battery-place.

NORTHERN R. R. of N. JERSEY -For Pier-mont. Nyach, Hackmanch, Englewood, &c. -Leaves foot of Courlands-st. (Sunday excepted) at \$150 a m. and \$150 and \$150 p. m. Leaves Piermont at 6 and 7:45 a. m. and 3:50 p. m.

CENTRAL RAILROAD of NEW-JERSEY— Connecting at New-Hampton with the Delaware, Larks-waters and Western Bailroad, and at Rasson with the Lebigs Valley Railroad. SUMMER ARRAGEMENTS—Commending May 18, 1858. Leaves

Valley Railroad.
Summan ARRANGEMENTS—Commencing May 18,1858. Leaves
New York for Easton and Intermediate phases from Pier No. 2.
North River, at 7:30 and 11:45 a.m., and at 4 p. m.; for Sonaertille by the above trains, and at 5:45 p. m. The above trains connect at Finabeth with trains on the New-Jerney Railroad, which
leave New-York from foot of Courtland:-st., at 7:46 and 13

a, and 4 and 5 p. m.
The Hields p.m. train from New-York makes a close connection
t Easton with the Lebigh Valley Railroad, and thence via
teat Pronsylvanta Railroad to Reading without change of senind connects at Reading direct for Puttaville and Hurraburg.
Plasement for the Delaware, Leckawarms and Western Railoud will leave at 7:50 a. un. only; for Lebigh Valley Railroad at
out will be a support to the control of th

UDSON RIVER RAILROAD .- From Sept.

err FRANCIS SKIDDY and COMMODORE, from toxt of Liberty-at., EVERY EVENING, except Saturday, at 8 o'clock to Truy, thence via Rense-her and Saratopa Race Road to Whishill, there taking Lake steamers America. United States, or Catada for all parts on Lake Champiain, Montreal and Ogdensburg Fare to Rutland, 33 50; Burlington, 64 75; Plattaburg, 35 50. Rouse's Point, 56 25; Ogdensburg, 57; Montreal, 58 25. Apply for through tickets at TROY STEAMBOAT OFFICE. feel of Michigan.

d Liberty-st. YEW-JERSEY RAILROAD- For PHILA

No bagrage will be received for any trains unless deliver heaked fifteen minutes in advance of the time of leaving.

NEW-YORK and NEW-HAVEN RAILROAD.

NEW-YORK and NEW-HAVEN RAILROAD.

1859. SUMMER ARRANGEMENT.

1859. Commencing May 25, 1359.

Passengers Station in New-York, corner of 27th-et. and 4th-ev.

Entrance on 27th-et.

TRAINS LEAVE NEW-YORK,

For New-Haven, 7, 8 a. m. (ex.), 1245, 3:15 (ex.); 3:50 and
4:55 p. m. For Bridgepert 7, 8 a. m. (ex.), 12:45, 3:15 (ex.); 3:50, and
4:55 p. m. For Bridgepert 7, 8 a. m.; 12:45, 3:50, 6:30 p. m. For New-Lay
7, 8 a. m.; 12:45, 3:50, and 4:55 p. m. For New-Lay
7, 8 a. m.; 12:45, 3:15 (ex.), 9 a. m.; 12:45, 5:30, 6:30 p. m. For
Darine and Greenwish, 7, 9 a. m.; 12:45, 5:30, 4:45, 5:30, 6:30

p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

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p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

p. m. For Stamford, 7, 8 (ex.), 9 a. m.; 12:45, 2:16 (ex.), 3:50,

p. m. For Connection Rivers Railroad

for Interfered and 3:15 p. m. For Ganal Railroad to Northampton, 8 a. m. (ex.), and 1:45 p. m. For Honastotic Railroad, 8 a. m. and

1:15 p. m. For Naurystuck Railroad, 8 a. m., 3:15 p. m. For Danbury and Norwalk Railroad, 7, 9 a. m., 3:50 p. m.

JAMES B. HOTT, Superintendent.

NEW-YORK and HARLEM RAILBOAD. EW-IORK and HARLEM RATE OF AD.

SUMMER ARRANGEMENT.

On and after Wedowedsy, June 1, 1859, trains will leave 20th.

t station, New-York, as follows:

For Williamsbridge—7:45 and 9:30 a. m.; 2:30 and 8:30 p. m.

For White Plains—11:30 a. m.; 4:00 and 5:00 p. m.

For White Plains—6:10 p. m. from White and Centre-sta.

For Dover Plains—4:30 p. m.

For Albuny—8:30 a. m., Mail Train.

Returning will leave

Dover Fiains, 5:30 a.

Oover Plains, 5:30 a. m., 3:00 and 6:00 p. m. Williamsbridge, 6:40 and 9:30 a. m.; 3:00 and 6:00 p. m. Williamsbridge, 6:40 and 9:30 a. m.; 1:00 and 5 p. m. Albany, 11:30 a. m., Mail Train.

W. J. CAMPBELL, Superintendent.

NEW-YORK AND ERIE RAILROAD.-On

NATHANIEL BARSH, Receiver.

1859. THE PENNSYLVANIA CENTRAL

anal to any to the country.

THERE THROUGH

EXTWEEN PHILADELPHIA AND FITTSBURGH,
rennecting direct at Philadelphia with through trains from Besica, New York and all points east, and in the Union depot at
Pittsburgh with through trains for Cincinnati, St. Louis, Cleveand, Chicago, Rurlington, St. Fauls, Indianapolis, Louisville
New Orleans, and all intermediate points in Onio, Indiana, Ill
nois, Kentacky, Michigan, Wiscowin, Misnesota, Missouri, Kan
us and Nebrasks—thus furnishing facilities for the transportadon of passengers ensurpassed for speed and comfort by any othemoute.

dot of passence:

Express and Fast Liners run through to Pistsburgh without
samps of cars of conductors.

SMOKING CARS are attached to such train. Woodruff's
SLEFTING CARS to Express and Fast Trains. THE EXTRESS RUNS DAILY; Mail and Fast Line, Sundays excepted
Mail Train leaves Philadelphia at. 11:50 a.m.

Fast Line leaves Philadelphia at. 11:50 a.m.

Tast Laves Philadelphia at. 11:50 a.m.

Tast Carse Philadelphia at. 11:50 a.m.

Tast Line Philadelphia at. 11:50 a.m.

BOAT TICKLES from the five of the five of Societation from Passetgers from Washington City have two daily trains from Passetgers from Washington City have two daily trains from Saltimore at Connecting at Harrisburg for all points West—leaving Saltimore at m. and — p. m. Saltimore at m. a. m. and — p. m. Saltimore at m. a. m. and — p. m. Saltimore at Trains and Trains for Sunbury, Williamsport, Elmins, Suffaio, Niagars Palsacon, intermediate points, leaving Paliadelphia at 7:15 c. m.

Fasesquer for Sunbury, Williamsport, Elmira, Suffaio, Niagari Falls, and Intermediate perints, leaving Palladelphia at 7:15 a. m. ind 11:50 a. m., go directly through.

Tickets Westward may be obtained at the offices of the Commy in Philadelphia, New York, Boston or Baltimere; and Tickets Essward at any of the important Railroad offices in the West; also, on board any of the regular Line of Steemers on the Mest; also, on board any of the regular Line of Steemers on the Mest; also, on board any of the regular Line of Steemers on the Mest; also and the Steemers of the Mest; and the Steemers of Steemers on the Mest; and the Party of the Completion of the Western connections of the Fenoryi rank Railroad to Calicaso makes this the DIRFCT LINE ESTWERN THE EAST AND THE GREAT NORTH-WEST.

The connecting of tracks by the Railroad Bridge at Pittaburgh avoiding all drayage or ferriage of Freight, together which the avoiding all drayage or ferriage of Freight, together which avoiding all drayage or ferriage of Freight to the two lines public.

Sy this route, freights of all descriptions can be forwarded from Pittale The Penalytunia Railroad allow, or Baltimers, to any point as the rulinace of Othok, Kentucky, Indiana, Rimoia, Wissocnafa town, or Missouri, by railroad direct.

The Penalytunia Railroad allow connects at Fittsburgh with isamers by which goods can be forwarded to any port or the Dirk, Mustimuum, Kentucky, Teunessee, Cumberfand, Illinda Wissocnafa, Missouri, Kansas, Arkansas and Red Rivers; and at Sieveland Sandunky and Calicage with scenaries to all ports established to the Company, can rely with confidence on its speedy randit.

THE RATES OF FREIGHT to any point in the West by the THE RATES OF FREIGHT to any point in the West by the THE RATES OF FREIGHT to any point in the West by the steemers.

Merchants and Support introduced to the Company, can rely with confidence on its speedy transit.

THE RAYES OF FREIGHT to any point in the West by the feonsylvanis Ruiroad compounde.

The particular to mark packages "via Fenn. R. R."
Merchants in the West ordering goods from the East will dereil to direct them to be adapted by this roots.

For Freight Contracts or Rhipped by this roots.

For Freight Contracts or Rhipped by this roots.

For Freight Contracts or Rhipped by the Contracts of the Company of the following Agents of the Company of the following Agents of the Company of the following Agents of the Company of the Contracts of the Contracts of the Contract of the Contrac

on.

I. J. SNEEDER, Philadelphia.

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A STONISHING.—Mr. Grey, 132 Chatham-st., cured of Piles used two bottles of Dr. Leath's Yellow Dock Syrup. Depots, 136 Chatham: 502 Grand; and 476 Broadway. PILES: PILES: DILES!

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Legal Motices.

IN PURSUANCE of an order of the Surrogate of New-York, notice is bereby given to all persons having claims

SUPREME COURT.—In the Matter of the ASTOR BANK.—Notice is hereby given, that I require all CREDITORS of the ASTOR BANK to exhibit and establish their denancia before me, at the Market Bank, course of Pearl and Brekman-sta. New York, within thirty days from the date

New-York Daily Tribune

THE STATE OF POLITICS.

From a Speech by the Hon. H. Winter Davis, deliected in Baltimore on Monday, Sept. 5.

After all the stormy scenes through which I have passed; after a continue and determined struggle in the Lower House, with only thirteen friends to stand by me the hour of need; with a new Administration in power, determined upon breaking down and upneaving all things, I greet you once more as—[chhers and long-cortinued applause interrupted the speaker]—as in 1855. I again stand before you under nearly the same circum stances—as it were, upon the eve of another grand Presidential campaign. Names and dates being striken out the surroundings would be exactly similar. I was on the former occasion before you when the Administration of Franklin Pierce had violate and breken the pledges made by the President and his party in relation to the negro question. It was under those circumstances that your voice called me out from among yourselves. I responded, and have met your approval. [Cheers.]

They are to be overcome. [Cheers.] The lists is the opposition of our Democratic friends—not, however, of this mechanical and commercial metropolis [laughter]—but of the rura. districts—the loud-mouthed country Democrats. The same, who veciferonaly call upon each other, by their votes, by highly wrought resolutions, and by their votes, by highly wrought resolutions, and by their combined influence otherwise, to cancel the influence of the city, and suppress Baltimore row yism. [applause.] They, with their sweeping resolutions (the English of which, by the way, betrays a remarkably strong foreigh accent), [great laughter] expect to exert such an influence, that the votes of Baltimore will be rullified. Though their Eiglish be bad—that of Frederick Democrats especially—their meaning is apparent.

They have lately been kind enough to confess their high opinion of the patriotism and honesty of James Buchanaf—how confident they must be. [Loud laughter.] At this point we need not trace the devious windings of the Administration, or inspect the platform which is its basis. The vote of Maryland—the American vote—requires no independent movement, no cli-

which is its basis. In worder it any many can vote—requires no independent movement, no cilizens' meeting, no reform movement, to determine the policy of our party in regard to it. [Applause.] What we depend upon for success is the tried and true American party—its zerried compact ranks. [Lond cheer-

ing and applause.]
[At this point, Mr. Davis paused for a few seconds, and thee read from a printed copy of the resolutions lately passed by the Democracy of Frederick, in which they inderes the present Administration. His

which they indered the present Administration. His remarks upon it were few but saccastic.]

He continued: They approve the measures of the Administration in a lump—avallow everything. Let us examine—not very critically either—the acts of this Administration. What was their first act? On an election day, in the broad daylight, in the face of the world, without authority, without any necessity for the deed, without warning, without even reading the riot act, it was to maren out from the barracks at Washington City, a body of United States marines, and to shoot down 35 American citizens; to butcher them in cold blood; that—that was the first act of the Administration. And yet the Democracy of Maryland indorse that act, unauthorized by every law as it was. They not only indored it in the President, but even sought to force their Democratic Governor to use the same means in our own city, where they soon would have been taught the difference between a massacre and a tight. [Treme-Ldous applause.]

means in our own city, where they soon would have been taught the difference between a massacre and a fight. [Tremendous at planes.]

The Lecompton Kansas movement was the next act of the Buchanan Administration. To force upon the people a constitution which they had declared against by an overwhelming majority. In Maryland, to overame and heat down the majority by fraud and violence, is the only way in which they hope ever to gain the sway. The present Democratic Government is replete with fillibustering projects. No longer are our citizens respected atroad. No longer are they protected in the same manner as of yore. Every day they return to their homes complaining of being maltreated abroad. The Great Republic is not viewed in the same light as it was wont to be considered by our neighbors. Distrust stiends the movements of all our people. The Administration—the Democratio rule—the spirit of aggrandizement and fillibusterism, have wrought the charge. The have undone the work of Heury Clay. [Great applance and cheering.]

It has been well said by a distinguished member of Congress that Clay's speeches (the words of him whose menery you have but just so appropriately honored) were proclamations of liberty which Bolivar read at the head of his troops. It was then that all South America looked to the stars and stripes; looked toward our own Republic for liberty and sisterly feeling in their struggies. Is it so row! How many of our sister republics are there that look upon us with facilings other than disjust! The sympathies of millious have thus wantonly been thrown away. In Mexico there is hardly a foot of ground upon which an American can tread without insult.

Another act of the Administration was the formal

without issult.

Another act of the Administration was the formal proffer to purchase Cuba of Spain. Spain curtly refuses the bid. See declines to sell on any conditions. Our Government holds out the money and demands the isle. A firm refusal is still given, and other means are resorted to by the Administration to carry their point. It is thought necessary to our national existence to have it. The President was to have thirty millions of doilars placed in bis own pocket, at his own disposal, where to one could trouble it, where it would remain untuched except for the purpose designed. Spain remains indignant. Her Ministers and Cabinat, feeling as if they has been offered a bribe, turns deaf ear to

was fearful of carrying this District in Pennsylvania, when the cavy yards were to be crowded with oakum pickers, that would have been a nice sum to have beenght as many men as he wanted to elect him, without going through the formality of transforming them into oakum pickers. [Great laughter.]

Again, my friends, one would have supposed this Democratic Administration, this party of the people, would have sustained the College Bill of Mr. Morrill of Vermost. Every one acknowledged the practical benefits which would have enseed from the establishment of agricultural colleges throughout the country. The people of Maryland would like to have seen this Iostitute and her Agricultural College endowed with money from her public domain. Alas! for all our hopes, the President vetoed the bill, and, notwith standing all this, a portion of our fellor-citizens will persist to endorang a portion of our fellow-citizens will persist in endorsing this among other sets of the Administration, while the magnificent public domains are left for office holders to squander and thieves to plander. What will Mr. Stewart say to his people in the lower district when they point out to him his vote in relation to this matter. (Archance.)

ter. (Applance.)
When committees of investigation were called for at the last Congress, these Democrats never qualled. Conscious of their numerical strength, they defied investigation. Buchanan bowed down to Southern investigation.

the last Congress, these Democrats never qualled. Conscious of their numerical strength, they defied investigation. Bachanan bowed down to Southern influence, and Northern Democrats were roled in the Home by their Southern brethren. Democratic principle—what was it? They have a platform for fools, plunder for thieves, and offices with which to reward test obsequious servants. [Applause.] These investigating committees showed what thieves they were. Wherever the knife was pisced infamy was sure to flow out. There was the Willet's Point affair: the Fort Snelling sale; in one of which a man named Schell figured, from whom I believe a sect known as Hard Shells derive their name.

The Naval Investigation follows next in order. Coal contracts are discovered in which it is ascertained that Members of Congress have their thares; large purchases of live oak timber too, furnished by Government favorites. These constitute some few of the secret acts of the Administration. But there are a few more. There was a sharp contest for political ascendancy in Philadelphia; something had to be done; so Coi Patterron addresses a letter to the President of the United States, recommending a large firm as worthy to receive a contract for the building of the machinery of one of the sloops of war. The letter adds that such a course will probably insure the Whig vote of that cirruct, and render an election certain. What does our President do? He sends the letter, indersed "J. B.," to the Secretary of the Novy, for his consideration. These, gentlemen, are some more of the acts which our friends at Frederick tells us they incorse. With all these facts staring us in the face, it is not difficult to perceive the large increase of our national expenditures; and when we are told of the enomous expenses of the future. If not retarded by a strong hand, these scetes will be urged on by Southern fire eaters, probably for the purpose of establishing free trace with Africa. The Administration will lend a helping hand, and Coha will be used as the ins

positior on a firm and reliable basis, and one which cannot be breken.

The Opposition North and South, for once, must unite, and march on with firm and even steps. Our friends must not imagine that because the Opposition have a majority in the next Congress, that they must rest there. It would be a suicidal set, and but lead to another period of Democratic misrule. The conservative men of the North are anxious for a union; they desire that some unobjectionable men may be placed at the head of the Opposition, on whom both the North and South can unite.

Let each a course be taken, and a great and glorious result will be the consequence. I desire to say that the mass of Northern men opposed to Democracy, and styled as the Opposition, are sounder men and more careful of the interests of the Union, than the men professing to call themselves Northern Democracs. The fact is, that men throughout the Union are desirous to get rid of this Democratic misrule. Past differences are forgotten; they now look calmly on affairs and desire to better their political condition.

A great deal has been said about my Northern feelings, and I have ever been termed an abolitionist. If any men whose to brand me as such let him do so

A great deal has been said about my Northern feelings, and I have ever been termed an abolitionist. If any man wishes to brand me as such let him do so now. I am prepared to meet the issue, for I believe I am termed an abolitionist because I scorned to cringe and bow down to Democratic nominations and measures. [Lond applanes.] I repeat that the great body of the North are our triends. It is true that Maryland is a slave State, but we are a free State too Our slaves are protected, and at the same time we refuse to place our free labor system under Democratic misrule. (Cheering and great applanes.) Democratic Congrasses have never been so anxious to come to our aid. They would not deepen our harbor so as to increase the commerce of our cit, even if the libets published in our newspapers did not drive commerce awa. When

our newspapers did not drive commerce awa. When we wished an Agricultural College the North stood by you, and the Southern Democrats voted against you. you, and the Southern Democrats voted against you. Loud applause.]
I repeat again our interests are with the Opposition of the North. We grow neither cotton, sugar nor rice, neither do they. We are interested in agricultare, commercial and manufacturing pursuits, and therefore our interests are with the North, and with them alone. I will fur her add that Maryland interests are sustained by the Opposition party of the North, and voted down by Southern Democrats. Our policy now is to be united on the opening of the next Congress. Let us show where we stand, and not be alarmed by any enemy in our rear. If we put on a bold and determined front, my word for it, victory will ensue, and the cext Administration will be of a different complexion from the present one, (cheers).

COL. BEALE'S EXPEDITION.

From The Kansas City (Mo.) Journal of Commerce, Aug. 25.

No matter on what route the Government may send out its explorers over the Piaine, or from what part of this country they may start, when they return home we always meet them in Kansas City. Thus, last week, we had the satisfaction of meeting Captain Pope on his return from his well-horing expedition, and yesterday we had the pleasure of greeting Col. Beale, on his return from his second expedition by the 35th parallel.

his return from his second expedition by the 35th parallel.

He and party left the Tula Springs, 200 miles east of
the Celorado, and arrived at this city in 34 days, having traveled with mules that have, many of them, seen
a year's service, drawing heavy wagons a distance of
1,800 miles—a feat never before performed with a like
equipment on the continent. From Albuqarque the
time was 20 days. Another fact is important in conrection with this trip, as showing its adaptability to
maintain a population, which is, that during the entire
trip the mules did not bave a monthful of grain, or
anything else but what grew by the road-ide. This
fact is a triumphant refutation of the "200-mile desert story, which is the minimum allowed in Senatorial
debates.

This energetic and efficient officer has now trav-

This energetic and efficient officer has now traversed the Plains thirteen times, and his testimony is certainly entitled to as much credence as the assertions of any Senator or Representanve who has never been

vest of the Mississippi.
From his assistants, Messrs. Thompson, Laws, and Carrington, we have the following particulars of the

The party left Fort Smith, Ark., the latter part of October last, and wintered at Hatche's Rauche, 100 miles east of Abuquerque. Left the latter town on the 9th of March, and arrived at Cold Water Spring, at the crossing of the Rocky Mountains, on the 20th arrived at Zanio in the 25th, and at the great Colorado River on the 1st of May. This was the terminus of the wagen road which, under his instructions, Col. Basla was to coper.

Beals was to open.

The party left on their return on the 29th of June, and were employed for the first 250 miles as far east as Leroux Springs, on the work upon that portion of the road. Their final leave of the work was taken on the fight of July, at the San Francisco mountains, arriving at Kaneas City on the morning of the 24th, or thirty four days from Leroux Springs, 1,150 miles. The traveling time from this point was fourteen days and sight hours.

nd eight hours. The party has been out in all ten months, two months of which were spent in Winter quarters at Hatche's Ranch. In this time Col. Beale has explored and opened 1,400 miles of wagon road, and traveled in all rear 3 000 mines.

In speaking of the route west of Albuquerque, our

In speaking of the route west of Albuquerque, our informant says that there is an abundance of water, timber and grass; there being no difficulty in obtaining supplies for any amount of stock and emigration. There is not one place of thirty miles on the whole route without water. In many localities the wild clover is found, which is preferred to ordinary grass by stock, being sweet and very nutritious.

The party also took out a drove of sheep from New-Mexica, as far as the Colorado and brought them back to Shuth's Springs, near Floyd's Peak, about 100 miles west of Zuni, without losing a sheep, and during the whole march they kept up with the teams, and impreved in condition, making good mutton for the party.

traveled from Tejon Pass, in California, to this city, a distance of 1,700 mines, without anything but grass, making the best time ever performed by wagons across this portion of the continent. This fact alone demonstrates the practicability of the entire route from the mouth of the Karssa to California by the 30th parallel, and groves it beyond question the bestyet explored for a raihoad or emigrant route to the Pacific. It has been performed, too, during a season, in which it rained every few days during the entire trip, showing that in this respect it is superior to any route south, where it seldom rains during the Sumser months. Taking this, together with the previous trips of Col. Beale, it is beyond eavil, the fact, that he has done more of a practical character to develop and open up the overland travel of the continent than any man who has preceded him.

has preceded him.
Lega, E ward F. Beale returned to his home in Chester, Penn., on Monday. After an absence of nearly twelve months, baving spent a severe Winter apon the Plains, surrounded by hostile Indians. He return

THREE MISSISSIPPI STEAMERS LOST.

The Northern Line Packer, W. L. Ewing, Capt. John Rhodes, in crossing the Upper Rapids [Upper Aits:sisppi], on last Sunday afternoon, struck a rock, which knocked a hole in her hull and sent the boat to he bottom in a few misutes. She sunk to her main deck, and is not badly broken. A dispatch to Capt. T. B. Rhodes of the Metropolitan, states that the Ewing will be affort again in a day or two, as she can doubtless be raised without difficulty by her own pumps. The Ewing was bound from St. Paul to this port, and must have been preity well loaded with produce.

port, and must have been preity well loaded with produce.

We have no other particulars of the accident. The Ewing was about five years old, lately purchased by Capt John Rhodes, her commander, and Capt. T. B. Rhodes of the Metropolitan, for \$22 000. She was insured for about \$18,000, two-thirds in St. Louis offices, and one third in Pittsburg. We hope to see the Ewing at our wharf in a few days. Some time last week the old bread horsed boat, George W. Jones, for nerly in the possession of the Government, suck on the Lower Rapids. The boat is of very little value, and is a greater nuisance than the rocks, as she lies on the Rapids. Nearly every boat that passes strikes her, suffering more or less damage. The G. W. Jones ought to be removed.

From The Republican, 24.

From The Republican, 2d.

The York Sta'e was a steamboat pretty well known at this port. She has been a boat running in various trades for upward of six years. She was, therefore, getting aged, and had done good service in her time. Her existence was cut short yesterday marning, about 9 o'clock, while she was on her way from Alton to this port, leaded with dry goods and produce. The accident occurred at Madison about 20 miles above this port and 5 miles below Alton.

The York State rounded to at Madison to take some freight, which she was in the habit of doing daily, at that point, and struck a snag or log near the shore, which caused no perceptible shock. The boat had a barge of railroad iron in tow, and was made fast to the shore. It was soon discovered that she was sinking, and careening toward the shore. Capt. Michell set his men to work taking off the dry goods, and succeeded in getting them all a-hore without a particle of damage. There was not time to save the produce before the boat went down in 20 or 25 feet of water. She has careened toward the river, with the water in her has careened toward the river, with the wat

The barkeeper was forced to dive into his bar in seven feet water, after his liquors, and succeeded in recovering every cask. The water had risen two or three feet within a day or two, and Capt. Mitchell thinks the rang which sunk the York State was a new comer into the locality. It struck the hull opposite the beilers, and could not have made much of a hole, as there was nothing like a crash attending the accident.

A RIOT IN a Lendon Church.—A scene of a most disgraceful character was witnessed last Sunday afterneon in the parish church of St. George's in the Esst. The Rev. Hugh Alien, who has recently been appointed by the vestry to the afternoon lectureship, preached at the service which commenced at 2½ o'clock, and is the course of his sermon alluded to dergymen who did not preach the Goepel, and more than one mentioned the Pope of Rome, alusions which tended to excite the minds of many persons present, who were opposed to the religious teaching of the rector of the parish (the Rev. Byan King) and his curates. At the close of this service the chareb-wardens endeavored to clear the church in order that preparations might be made for the ordinary 4 o'clock service, but upward of one hundred persons refused to leave and crowded round the altar. This portion of the church was decked out in ultra Romanistic style, with crosses, caudies, and colored cloths. At five minutes before 4 o'clock the doors of the church who made had an excited and riotous mob rushed in, shrieking and howling, toward the altar. In a few moments afterward a clergyman came from the vesty, and was accompanied by six or eight young men, who acted as choris-ers, and who were habited in white robes. The clergyman himself, who was stated to be the Rev. Mr. Jennings, the curate of Stepney, had a large black beard and mustache, which redered his appearance very ramarkable. He wore the Oxford master's hood, and upon his scarf at the back of his neck was woven a cross. As soon as he appeared in the church there was a great uproor, cries of "Oh, oh," and hisses. The reverend gentleman, who appeared to be quite unmoved, proceeded with his choristers to the front of the altar, where they all kuelt with their backs to the corgregation. The Litany was intooed by numoved, proceeded with his choristers to the front of the altar, where they all knelt with their backs to the corgregation. The Litany was intoned by the priest, and the responses were made by the choristers but while they sung others said them in the usual plain style, with very strong voices, in order to spoil the effect of the choir, while another set of people vociferated remarks which are not to be found in the Litungy, and jeered the clergyman by imitating the noise of a gost. At the close of the Litany service, the clergyman rose, bowed to the altar, and retired, at which time nearly the whole of the congregation hissed, velled, and indulged in the most hideous noises. A gentleman who was present, and who appeared to have been worked up to an extraordinary pinch of excitement, shouled as the top of his veloe, "Pray, don't tear down the altar," an indirect invitation which would have been forthwith acted upon had not the otherchwarden steed at the gate and guarded the entrance. At the close of the service hundreds of persons assembled in the charchyard for the purpose of hooting the clergyman as he left the sacred edifice, but he disappointed them by getting out by a more private way.

Cheroker Markele.—The marble of Cherokee is

CHEROKEE MARBLE.-The marble of Cherokee is attracting attention in various sections, and justly so. The white marble quarties of Valley River produce a

the negotiation, and it is loc. Yet our Democratic friends were ready to vote for this same measure. Our friends of Frederick have endorsed it, and received the sickly commendations of The Washington Constitution for their zeal.

I do not pretend to say that Bucharan would use the thinly millions placed at his disposal for any other than the purpose it was designed—moreover, I do not think he would use it for electioneering purposes, not at all. He hele a check for that sum. He was authorized to draw it any moment when needed. It is a very large—something like \$1.80,000.

Would not that be a nice little sum to electioneer upon? Distributed among so many Democratic banks in the Union, what an influence it would give in the right direction. [Laughter.] When Mr. Florence without water. In many localities the wild cover is found, which is preferred to ordinary grass to divine from the preferred to ordinary grass to divine from the water and very nutritious.

The party also took out a drove of sheep from New-Mexico, as far as the Colorado and broughten back to Smith's Springs, near Floyd's Peak, about 100 miles west of Znin, without losing a sheep, and during the west of Znin, without losing a sheep, and during the world name they kept up with the teams, and important for the party.

On the return trip, in crossing the mountains between the waters of the Pacing of this city, had the misting of the indication of the misting of the misting of the scape from New-Mexico, as far as the Colorado and broughten back to Smith's Springs, near Floyd's Peak, about 100 miles west of Znin, without losing a sheep, and during the world misting and the results of the scape from him less the whole misting and the results of the scape from him less the whole misting of the misting of REMARKABLE ESCAPE OF FOUR NEGROES .- Mr. I.

Project and passage reduced.

reight
For Cabin Passage or Freight, apply at the office of the Com-eny, No 52 Wall-st, front room, second a cry I P. STEPHENS, Secretary.

nd leave Now-York, Oct. 5.
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UEUROPEAN LINE UNITED STATES MAIL STEAM
SHIPS sail every formight between New-York, Southamptor
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THE GLASGOW and NEW-YORK STEAM-ASHIP COMPANY intend sailing their new and powerful Steamers from NEW YORK direct to G. AsGOW, as follows: GLASGOW, Thomson, WEDNESDAY, October 12, at 12 colock prop. EDIABURGH, Cumming, on WEDNESDAY, Oct. 26, at 12

departure of steamer For freight or passage apply to H. B. CROMWELL & Co., No. 86 West-st FOR SAVANNAH and FLORIDA-U. S. MAIL

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TATEN ISLAND FERRY-SUMMER AB-BANGEMENT-Boats leave STATEN ISLAND every least from 6 a. m. to 7 p. m. Leave NEW-YORK every boat from 6 a. m. to 7 p. m. Conta. On fine SUNDAYS boats leave every half boat.

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The C. VANDERBILT, from New York, Monday, Wednes-day and Friday. From Stonington, Tuesday, Thursday and Sat-urday.

New-York, notice is hereby given to all persons having chizes gainst EDW ARD L. CONNOR, late of the City of New-York necessed, to present the same, with the vonsibers thereof, to the sherither, at the office of Connor & Whitehorne, No. 284 Broadway, in the City of New-York, on or before the first day of Day Benber next.—Dated New-York, the elevanth day of May, 186 myl2 lawes Th. CHARLES E. CONNOR, Excentor.

and Beennanes. New York, within thirty days from the date bereof.—Dated New-York, Aug. 18, 1859. ROBERT H. HAYDOCK, Receiver of the Astor Bank. WAKEMAN & LATTING, Attorneys for Receiver, No. 56 Paintenet., New-York.

among yourselves. I responded, and have met your approval. [Cheers.]

Now, fellow-citizens, we are in the face of the same combination. We fight against the same party; but the ocds will be far different. If the Democrats elect men from every State they expect to carry, we stall find a majority of over fifty against the Administration in the Lower House. [Load applause.] It remains for us to consider how we shall use that power. We must go back, and see what has been the caurse of the Administration during the first two years of its existence, so that we may not be wrecked upon the same shoals. In Maryland we are beset with two difficulties. They are to be overcome. [Cheers.] The first is the opposition of our Democratic friends—not, however, of tens mechanical and cummercial metropolis [laughter]—

remains indignant. Her Ministers and Cabinet, feeling as if they had been offered a bribe, turn a deaf ear to the negotiation, and it is lost. Yet our Democratio friends were ready to vote for this same measure. Our friends of Frederick have endorsed it, and received the tickly commendations of The Washington Constitution for their zeal.

I do not pretend to say that Buchanan would use the thirty millions placed at his discount for a would use the

without the lose of a man.

From The Republican, 2d.

dent.

The York State was owned by the Alton Packet Coupany, Mesers. Matteron, Mitchell, Hawley and Sweet, and had been run two years in the Alton trade She was valued at \$5,400, and was entirely uninsured.

attracting attention in various sections, and justy so.

The white marble quarties of Valley River produce a superior article wherever the excavations have been made below the line of atmospheric influence. It is fine grained and asceptible of a very fine polish, and is of srowy whiteness. The variety is found along the range in great quantity. It extends across the outire county of Cherokee and foto Georgia. There is also found, accompanying the white stratum, a band of beautiful clouded marble. The ground is rather a sky blue, with the most delicate shapes, resembling columns of smake or clouds, and is, in our judgment, a most beautiful article for ornamental work. There is also on the north-eastern part of the marble belt a flesh-colored marble of a very fine texture. This quarry is located within some eight or ten indees of the line of the Blue Ridge Railroad, and, jusging from specimens we have seen dressed and scoured, we think it susceptible of a fine and elegant poilsh. We have no doubt but that these marbles will make a large item of feight, should the Blue Ridge roat be pushed forward to completion. Some propristors of these quarries are already erecting macainery for dressing and polishing these marbles.

[Franklin (N. C.) Observer.

CRUELTY ON THE PLAIRS —It is reported to us, on what we deem reliable authority, that wagon-masters on the Plairs are apt to indulgs in the severest crushly toward those in their employ as subordinates. C. Piner, from Newport, Ky., and D. Ritchie, from Ohio, we are told, died recently from the savage treatment they received at the hands of a man known as Bock Bowman, who is a wagor-master employed by Majors & Russell. The facts connected with these revolting tragedies have been given to us in detail, and we only retrain from publishing them in the hope that Majors & Russell will probe the matter to the bottom, as it is something in which they have a vital interest. Of course, our informants may have exaggerated somewhat; but we believe their report is true in substance, and the case certainly demands investigation.

[Leavenworth Times.]